

NEW NOTE FROM NEWARK

THE COMMUTER

NEWARK is the most congested major city in the United States. Brookings Institute studies show that Newark leads the nation in commuting increments as its daytime population increases 102 per cent over its nighttime population. The second city on the national list registers a 49 per cent increase.

This pace-setting per-centage of people who come to Newark each day for employment and shopping are efficiently carried by rail, bus and automobile.

Some 5,922 round trips are made by buses to the heart of the downtown business district in and from many suburban points all within 45 minutes and at a fare not in excess of 22¢. Bus connections to midtown New York run on a 10-minute schedule with total commuting time of 30 minutes.

Newark, at the intersection of federal, state, turnpike, parkway, freeway, county and local roads has a street pattern that permits a high density of bus, truck and automobile traffic. Planned expressways looping the downtown section are scheduled in the Federal interstate highway building program. 42,000 vehicles utilize the Newark interchanges of the N.J. Turnpike each day. 79,000 private automobiles utilize the Garden State Parkway daily at its point adjacent to the Newark border.

Newark has increased its off-street parking facilities at the rate of 1,000 per year for the past 10 years.

Rail serves New Jersey service to and from Manhattan Island and the suburbs of Newark. The Pennsylvania, Hudson & Manhattan, Lackawanna, Erie and Jersey Central Railroad lines link Newark to centers of a highly skilled, diversified, and well educated labor supply and consuming public. A recent Fortune Magazine study shows that Newark is one of the first three cities in America where commuters using rail transportation can move greater distances during the peak rush hours in less time than the commuter using rubber-tired transportation. Manhattan is 15 minutes from Newark Penn Station to New York Penn Station. Many suburban points are only 8-15 minutes riding time on the Lackawanna.



Newark's Transportation opens Gateways to World Markets

Technology is constantly reducing time and distance. As a result, the patterns of urbanization in our industrial exchange economy place priority on 1 on transportation. In fact, in an urban civilization, transportation takes the place as a co-equal necessity of life along with food, shelter, and clothing.

The Newark-centered Northern New Jersey economy, an integral part of the Port of New York District, has transportation facilities and market advantages that give Newark pre-eminence as a gateway to national and world markets.

Said in a different way, perhaps only in Newark at the highway interchange of Route No. 1 and No. 27 can a person look straight ahead and see an airplane, a ship, a truck, a helicopter, a bus, an automobile and a pedestrian at the same time . . . and the pedestrian better watch out!



SEAPORT

PORT NEWARK is operated by the Port of New York Authority and is included in the New York Customs District. This means that papers can be filed through either the New York or the Newark Customs House office, as preferred. The Port has 31 cargo vessel berths on a 35 foot channel. Port Newark is expanding rapidly and increasing its services to points throughout the world.

The Port Authority has engaged in an extensive pier construction program at Port Newark. These ship berths are constructed in such a manner that railroad cars can be brought alongside the vessel. Each berth has enough truck backstop spots and parking areas to assume the handling of all trucks without waiting time.

There now exists about two million square feet of first class distribution space located near vessel berths especially designed for rental to shippers and consignees for the purpose of retaining stock for import-export purposes. There is now under construction an additional 430,000 square feet

of new, one-story distribution buildings in sections of 22,000 square feet each, served directly by truck and rail.

In all, shippers with foreign cargoes can now avail themselves of the regular services of Port Newark tenants to and from about 80 direct foreign ports of call and by transshipment many more ports throughout the world are served.

Public warehousing is performed by the Port Authority with private firms acting as operation agents in modern sprinklered waterfront storage space.

Export packing is done by firms well known in this field who maintain shops in Port Newark.

A fumigation plant at Port Newark provides, per government regulation, fumigation services for agricultural products such as cotton, tobacco, hemp, etc.

The melding of these many services into one section of the Harbor affords shippers of foreign cargoes increased opportunity to consolidate both truck and railroad shipments. For this reason, Port Newark has become the center for the distribution of many commodities exported and imported through the aforementioned services, and many other seaport lines which dock vessels on a casual basis.

There is a saying in shipping circles that "Port Newark is worth a saving of at least \$1.10 per ton in stevedoring."



AIRPORT

SEAPORT

————— ARTERIAL HIGHWAYS
- - - - - RAILROADS

**A SERIES OF TRANSPORTATION CHANNELS TO
WORLD TRADE CENTERS UNMATCHED BY ANY CITY**





NEWARK is in the heart of the world's largest consumer and industrial markets, has a seaport and airport serviced by the world's busiest highway system, served by the world's busiest railroad package and key to the world's busiest CAA airline. It also has the world's largest bus transportation system and the world's largest truck terminal.



TRUCKING

Newark is at the hub of the nation's highways serving the Eastern Seaboard, U.S. Highway No. 1 and the New Jersey Turnpike have a direct access to Newark. These two main arteries also connect Newark with the Garden State Parkway, U.S. Route No. 22 going to Northern Pennsylvania, New York State Thruway, etc. As a matter of fact, a truck can go from Newark to Chicago without encountering a single traffic light.

The construction of the New Jersey Turnpike connections brings Newark closer to Manhattan and trucks can travel to Port Newark from the Holland and Lincoln Tunnels within 15 to 30 minutes.

Port Newark is included as part of New York's commercial trucking zone, which means that shipments originating or eventually destined for waterborne or air movement may be trucked into and out of Port Newark or the Airport to or from any place in the New York commercial trucking zone except from I.C.C. regulations. Hence, shippers can negotiate with truck carriers for the best rates possible. Several truckmen have agreed to cart general cargo be-

tween Port Newark and Manhattan on a rate schedule generally on a part with those between Brooklyn and Manhattan.

There are several large truck terminals including the world's largest in the industrial areas of Newark. These terminals act as transfer points for several major over-the-road carriers for both truckload and less-than-truckload freight.



AIRPORT

Newark Airport, operated by the Port of New York Authority, is a 2200-acre site less than ten minutes from Newark and 20 minutes from downtown or midtown New York. It is served by eleven passenger airlines—American, Eastern, National, Trans-World, Delta, United, Braniff, Capital, Allegheny, Mohawk, and the New York Airways helicopter service to metropolitan destinations. Facilities at Newark Airport are of the best. In 1952, the Port of New York Authority spent some \$9 million on improvements of runways and in 1953 a new passenger terminal was completed at a cost of \$8.5 million. Nearing completion is a new hangar costing \$3 million. Currently being planned for the future, is the construction of a \$1 million control tower.

Newark Airport ranked 11th in the country in 1956 with 121,387 landings and takeoffs carrying 1,613,236 passengers.

Air cargo service to and from Newark Airport is furnished by Slick Airways and Flying Tiger. Over 88,000,000 pounds of domestic cargo were flown out of Newark in 1956.



RAILROADS

Newark's rail transportation facilities are superb.

Five great trunk line railroads serve Newark with excellent freight and passenger facilities—the Pennsylvania, Erie, Lackawanna, Lehigh Valley, and Jersey Central Lines. The B&O has its freight terminal at Elizabethport close by. Newark has 30 freight yards with 750 tracks and a car capacity of 19,500.

Passenger service is furnished by the roads mentioned above, but in addition there is service over the Pennsylvania tracks by the Southern, Seaboard, Atlantic Coast Line, Louisville and Nashville and Chesapeake and Ohio to points South and the New Haven into New England.

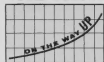
All told, 1137 passenger trains arrive or depart from Newark each day. They carry annually about 15,500,000 passengers of which some 66 per cent or 10,300,000 are commuters.

Port Newark is directly connected with three railroads: The Lehigh Valley Railroad, the Central Railroad of New Jersey and the Pennsylvania Railroad. In addition, it is possible for other major railroads serving New York Harbor to deliver box and open cars on rails to pierdock at Port Newark if they so desire.

Port Newark is included in the railroad "free lightersage zone." Hence, carload shipments bound to or from Port Newark are assessed no charge for railroad lightersage.

Port Newark is entitled to all the railroad privileges afforded other areas of the Port of New York, including such activities as the "Mixed Carload Plan," "Export Packing in Transit," "Warehousing in Transit," "Roasting in Transit," etc. This means that the export and import rates are always protected at Port Newark.

THE NEW



NEWARK

Yes, the new Newark is on the way up!

The excellent transportation facilities are but one reason why this vibrant, industrious business center is making such rapid improvements . . . and this progress is an important down payment on future economic strength and growth.

The Newark governmental and business leaders would welcome the opportunity to tell you more about the many profit-making advantages which Newark has to offer today. For more information, write or telephone—Newark Economic Development Committee, 605 Broad Street, Newark, New Jersey • Market 5-3010.